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FEDERAL RAILROAD
ADMINISTRATION

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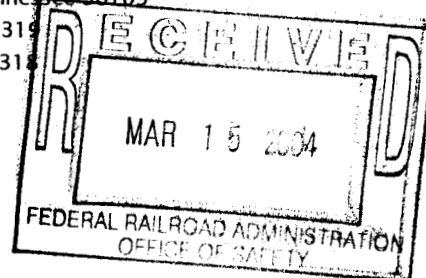
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OFFICE OF CHIEF COUNSEL

FRA-2004-17444-1

United States Region

Leon Winn
Manager Signal & Communication

2921 Hornlake Road
Memphis, Tennessee 38109
T 901-789-6319
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March 8, 2004

Mr. George Gayalla
Associate Administrator for Safety
U.S. Department of Transportation
Federal Railroad Administration
400 7th Street, S.W.
Washington, D.C. 20590

Dear Mr. Gayalla:

In accordance with Section 235.13 of the Rules and Regulations Governing Railroad Signal and Train Control Systems, please accept for your consideration the attached application for the modification of a traffic control system, on the Canadian National-Illinois Central Railroad.

I trust you will find all the information necessary in our submission; if there is further clarification required, or you wish to discuss this matter in detail, please do not hesitate to contact me.

Looking forward to your favourable reply, I remain,

Sincerely yours,

Leon Winn
Manager Signals & Communications

Enclosure - South Junction, Memphis, TN Application

**Application to the Department of Transportation, Federal Railroad Administration,
for approval of the
Discontinuance or Material Modifications of a Signal System
or Relief from Requirements of Part 236.**

The following information is furnished in compliance with Federal Railroad Administration's instructions governing applications (Part 235).

(1) CORPORATE NAME OF APPLICANT:

Canadian National-Illinois Central Railroad.

(2) THE MANNER IN WHICH APPLICANT IS INVOLVED:

Through owning and operating over tracks involved.

(3) LOCATION OF PROJECT:

Gulf Division, Memphis Subdivision, Mile 394.7 to Mile 397.5, and Gulf Division, Grenada Subdivision, Mile 397.5 to Mile 398.2, in and around Memphis, TN.

(4) TRACK OR TRACKS INVOLVED:

Illinois Central Main Line Track. Maximum speed 20 MPH Mile 394.7 to 397.5, 30 MPH Mile 397.5 to Mile 403.

(5) DESCRIPTION OF PROPOSED CHANGES:

Discontinue and remove the existing ABS signal arrangement.

(6) REASON FOR PROPOSED CHANGES:

Signal arrangement is no longer necessary. This signal arrangement is now located wholly within the Memphis Terminal Yard Limits, where all movements must be coordinated with the person in charge of the yard at Memphis, TN.

(7) APPROXIMATE DATES OF BEGINNING AND COMPLETION OF PROJECT:

Changes will begin immediately after FRA approval and be completed in 1 month.

(8) CHANGES IN OPERATION PRACTICES:

Changes will be permanent. Operation of trains over this trackage will remain under the control of the person in charge of the yard, as published in the Canadian National-Illinois Central U.S. Operating Rules, Second Edition, effective June 2, 2002, and Canadian National-Illinois Central Gulf Division Timetable No. 4, effective August 10, 2003.

(9) SAFETY OF OPERATION:

Safety of operations will not be affected. All movements at the present time must be coordinated with the person in charge of the Yard at Memphis.

(10) WILL PROPOSED CHANGES CONFORM TO FEDERAL RAILROAD ADMINISTRATION'S RULES, STANDARDS, AND INSTRUCTION:

The proposed changes will conform to current rules, standards, and instructions.

(11) PLANS ATTACHED:

Three copies of plans marked Red = In, Blue= Out, to show proposed changes

(12) OTHER RELEVANT INFORMATION:

Pertinent parts of Canadian National Railway Gulf Division Timetable No.4, effective August 10, 2003; Canadian National-Illinois Central Condensed Profile; Canadian National-Illinois Central U.S. Operating Rules, Second Edition, effective June 2, 2002.

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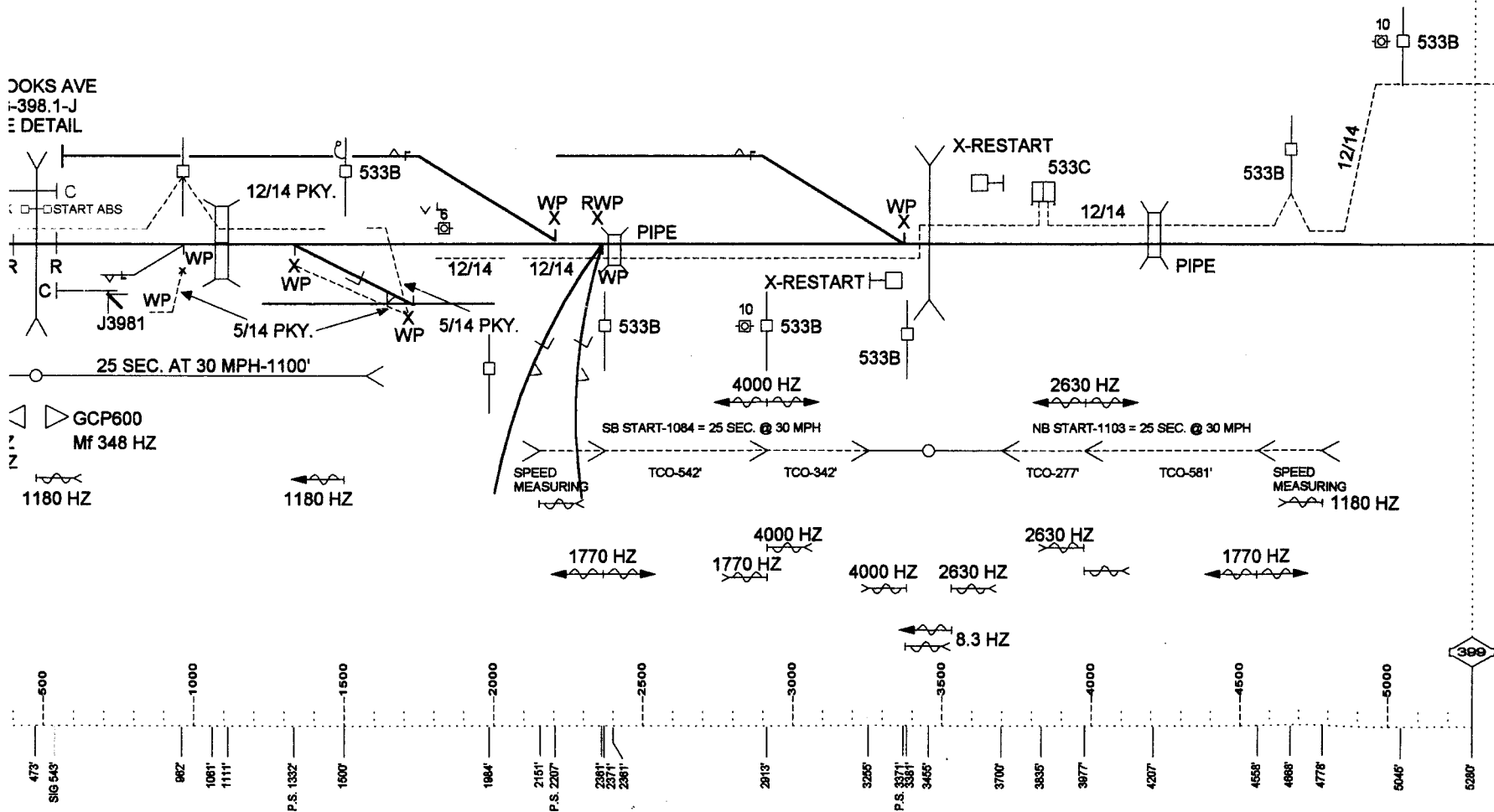
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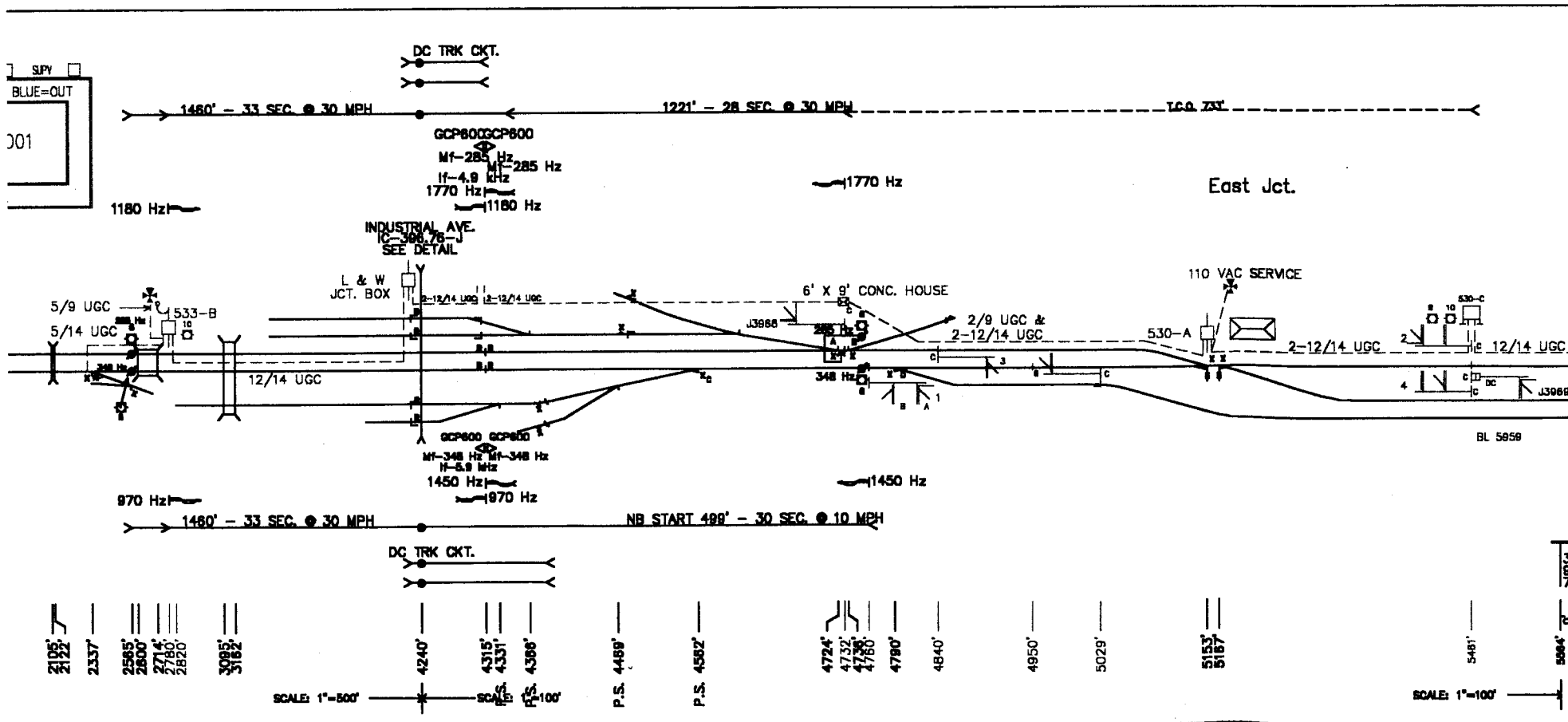
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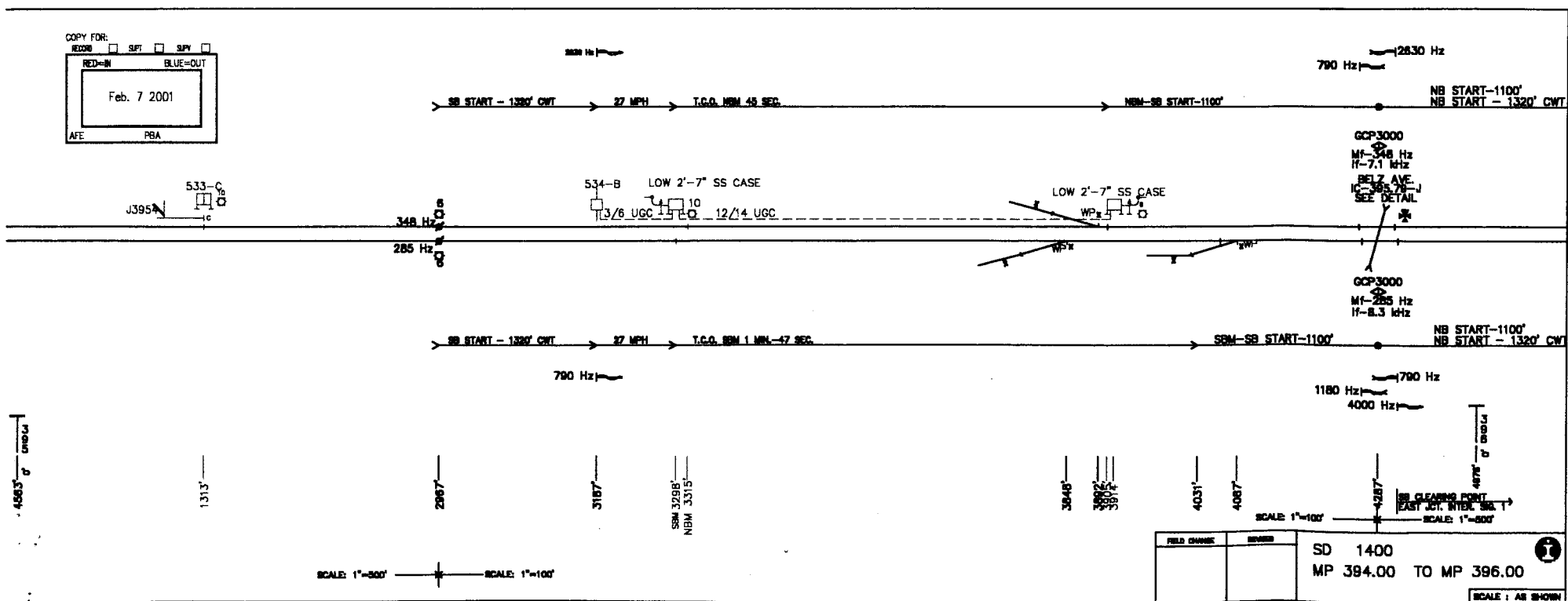
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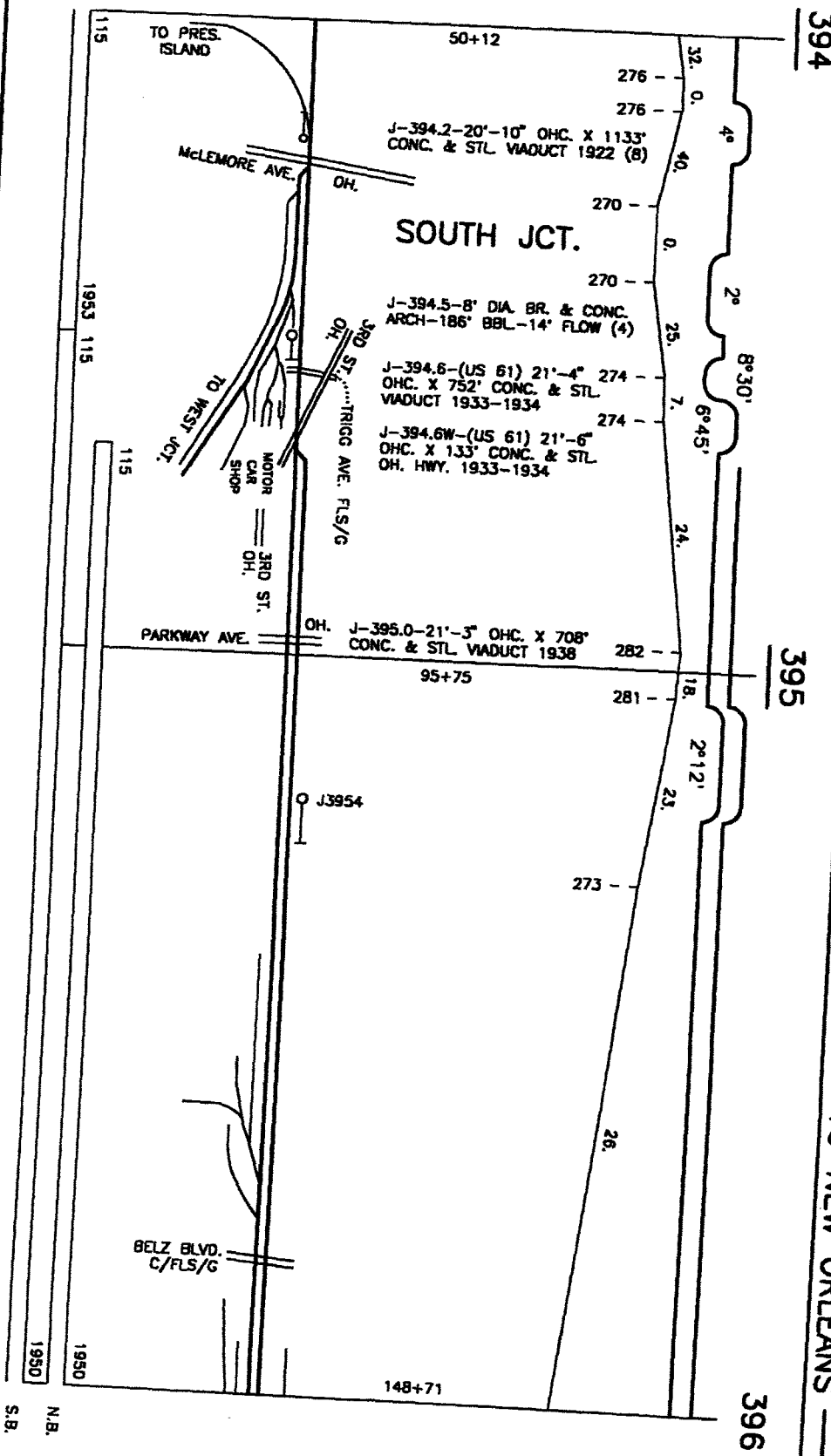
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AFE PBA



TO MEMPHIS

1" = 1200'

TO NEW ORLEANS



NOTES:

REV. DEC. 31, 1995
REV. DEC. 31, 1996

397





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MEMPHIS SUBDIVISION

CN

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL IN'S
			380.4	WOODSTOCK	CTC		
				8.9			
			389.3	NORTH YARD	ABS		
				0.6			
			389.9	PYRAMID			
				1.9			
			391.8	MEMPHIS (CENTRAL STATION)	TWC		
				0.7			
			392.5	BROADWAY	YL		
				1.8			
			394.3	Y & MV JCT.			
				0.4			
			394.7	SOUTH JCT.	ABS		
				2.1			
			396.8	EAST JCT.	YL		
				0.7			
			397.5	GRENADA WYE			

IC CH 1
(72 72)
TONE 4

1. MAXIMUM SPEED Passenger MPH 30 Freight MPH 25

2. SPEED RESTRICTIONS MPH
 MP 391.5 to MP 392.5 10
 Broadway - East and West Legs of Wye 5
 MP 392.5 to MP 394.4 20

Track other than Main Track MPH 10

EXCEPTIONS:

A Yard Tracks: 10, 11, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, MPH 20
 24, 31, 32, North & Southbound Mudlines.

C Yard Tracks: 8, 9, 11, 14, 15, 16, 17, 18, 19, 20, 21, 33, 36, 20
 and Y&MV Main

3. OPERATING CHARACTERISTICS

DOB LIMITS -

Memphis Terminal DOB Fulton Sub between MP 377 and MP 396.8
 Memphis Sub between MP 380.4 and MP 397.5
 Yazoo Sub between MP 5.4 and MP 18.5
 Grenada Sub between MP 397.5 and MP 403

YARD LIMITS - in effect between Controlled by
 MP 391 and MP 397.5 Memphis Yardmaster
 See System Special Instructions Item 13.

SIGNAL RULES - in effect
 Rules 803-816

T.T.#4

**ABS - In effect between**

MP 380.6 and MP 391.6

MP 394.5 and MP 397.5

ABS in Multiple Main Track territory Main 1 is signaled for southward movements, and Main 2 is signaled for northward movements.

CTC - In effect between

Woodstock and MP 380.6

TWC - In effect between

MP 380.6 and MP 391

RAILROAD CROSSINGS AT GRADE**Controlled by**

Pyramid Memphis Area Transit Crossing Automatic
Broadway BNSF, CSX, UP Crossing All Trains Must Stop

Roadway Workers may use the following chart to help determine the type of On-Track Safety that is required to work within the limits of Railroad Crossings at Grade.

	Pyramid	Broadway
Foul Time		
Track & Time		
Planned Work		
Watchman/Lookout	X	X
Lone Worker	X	X
Lock-out Box		
Signal Maintainer	X	
Inaccessible Track		X

NORMAL POSITION OF SWITCHES

Junction switches at MP 392.4 and Y&MV Jct will be left lined as instructed by the General Yardmaster Johnston Yard.

BULLETIN BOARDS

Johnston Yard Transportation Center, South T&E Room, and Tower
Woodstock Yard Office and Signal Shop
President's Island Yard Office

4. SPRING SWITCH LOCATIONS*Normal Position*

East Jct - Northward Lead from Johnston Yard Main Track
East Jct - End of Multiple Main Tracks Main 2

5. FRA EXCEPTED TRACK

North Yard Tracks 21, 23, 24, 25, 26, 27, 28, 29, 30, 31, & 32

Bunge Lead east side

Grab Hill Sugar Service Tracks

St. Joe Paper Co. Lead

Driving Park Lead

Orgill Lead and Tracks

President's Island - Kroehler Lead south of New Yard crossover.

6. MEASURED MILESNone

7. JOINT OPERATION OF MAIN TRACK

Trains and engines operating on Burlington Northern Santa Fe Railroad between Broadway and BNSF Tennessee Yard are governed by the General Code of Operating Rules, Burlington Northern Santa Fe System Special Instructions and Springfield Division Timetable. These are available from the Johnston Yardmaster and must be in the possession of all conductors and engineers operating between these locations.

Trains and engines operating on Norfolk Southern Railroad between K. C. Junction (NS MP 549.9) and Forrest Yard (NS MP 547) are governed by CN US Operating Rules Second Edition, except as modified here.

All trains and engines must receive permission to enter NS trackage from the Yardmaster at Forrest Yard. NS main track is double track non-signaled, and Yard Limits are in effect between K. C. Junction and Forrest Yard. Trains and engines will operate at Restricted Speed not exceeding 10 MPH on eastward main track and in all yard tracks (Cooper Street to Buntyn - Power Switch).

The normal position for a main track switch (including crossovers) is lined and locked for movement on the main track. Such switches must be left in normal position after use, and locks must be tested to assure that they are secured.

If in doubt at any time on NS trackage, STOP and call the Yardmaster at Forrest Yard at 320-1857.

NS Rule 93 - (in part) Yard Limits will be designated in the timetable, and the limits will be indicated by "Yard Limit" signs. All trains and engines within yard limits except first class trains must move at restricted speed unless the main track is known to be clear by automatic block signal indication.

A train or engine must not move against the current of traffic within yard limits until provision has been made for the protection of such movement by train order, Yardmaster, or other designated person, and then must move at Restricted Speed. Trains and engines entering the main track must protect against movements on the main track unless it is known that there are no approaching movements.

NS RESTRICTED SPEED - A speed that will permit stopping within half the range of vision, short of train, engine, obstruction, railroad car, men or equipment fouling track. Stop signal, derail or switch lined improperly and looking out for a broken rail, but not exceeding 20 MPH. (Note: The provisions of Restricted Speed do not solely provide protection for men or equipment working on or near the track.)

Amtrak operates on CN main track between Woodstock and Y&MV Jct.

BNSF and UP operate on CN main track between Johnston Yard and Broadway. Crews of foreign railroads must keep radio tuned to IC Channel 2 (54 54) when on CN property.

8. SPECIAL CONDITIONS

Woodstock - During switching operations, when making movements from the Memphis Sub. into the Woodstock Control Point and the direction of movement will be changed with either the leading end or trailing end of the movement stopped between the outer absolute signals of the control point, permission of the control operator is not required before making the next movement in the opposite direction. Rule 504 does not apply.



Woodstock - Use only one unit when switching Osmos at Woodstock.

Rule 848 - Between MP 380.6 and Memphis Central Station, and between South Jct. and Grenada Wye, Rule 848 is modified to require that a crew member must open a switch and wait two minutes at the switch to establish block signal protection.

Memphis - Trains and engines must be preceded by an employee on the crossing when passing over the following crossings:

Corrine Street
North Second at Westway Molasses
North Second at Continental Grain Elevator
E. Georgia at Front Street
President's Island Lead: Texas Ave.
Kentucky Ave.
River Port Road - lead to MAPCO Refinery and
Rivergate Industrial Park

Broadway - Planned Work as prescribed by Rule 1102 may be issued through Broadway. However, the Planned Work does not authorize Railway Workers to occupy the main track through the railroad crossings and connections.

Broadway - Unless otherwise provided, all trains and engines must stop for CSX, BNSF, and UP crossings at Broadway when operating on the main track or wye tracks. Trains or engines using BNSF tracks through the southeast and southwest wyes must obtain permission from the BNSF train dispatcher before fouling the main track. Trains or engines using CSX tracks through the northeast wye must obtain permission from the General Yardmaster at Johnston Yard before fouling the main tracks.

BNSF Main 2 - Notify BNSF Train Dispatcher if handling dimensional shipments on BNSF Main 2 between Broadway (MP 483.8) and KC Junction (MP 486).

Cottonwood/CN Transload Facility - CN personnel are prohibited from operating on Track ME71.

Cargill Corn Plant President's Island - Gate across the tracks entering Cargill Corn is scheduled to open and close as follows:

Unlocked and open0730
Locked and closed1800
Unlocked and open2330
Locked and closed0300

On tracks equipped, turn on warning lights and horns when switching is being performed, and turn them off when finished.

Notify the plant 15 minutes before switching Tracks 1 and 2.

Do not allow freight cars to move without a locomotive attached.

Tracks 4, 5, 6, and 7 have fire lanes marked approximately 5 car lengths from the bumping posts. The fire lane must be kept open when spotting cars.

Cargill Soybean Plant, President's Island - Do not ride the side of a car in the Cargill Soybean Plant. Clerk or Yardmaster must contact plant prior to switching.

Mid South Milling, President's Island - Do not move locomotive over the scales inside the buildings.

American Lube, President's Island - Spot or pull American Lube only with the locomotive. Do not handle other cars.



Farmland - Car puller on Track 1 will not clear a person on the side of a car.

Sugar Service Industries, President's Island - Do not ride the side of equipment between Tracks 5 and 6 account close clearance.

If necessary to leave cars on the President's Island Lead, do not block the crossing to the Port Commission Maintenance Yard between Mid South Terminal and ADM River Port.

South Memphis - West Side movements of high cars under the Y&MV overhead bridge at MAPCO Refinery must be watched by a crew member for clearance under the bridge. Movement must be controlled so that cars can be stopped short of bridge when clearance is not sufficient.

Johnston Yard - Memphis Terminal DTMF Control Switches

DTMF for A-31/32 Track:

#131	Normal Position	Lined for 31 Track
#332	Reverse Position	Lined for 32 Track

DTMF for Pig Ramp Extension:

#133	Normal Position	Lined for A-32
#333	Reverse Position	Lined for New Track

DTMF for YMV Crossover:

#155	Normal Position	Lined for YMV
#355	Reverse Position	Lined for Crossover

Grenada Wye - Trains and engines will announce via radio, their departure when leaving Grenada Wye.

9. LOCATIONS NOT SHOWN AS STATIONSNone

THE DIESEL DOCTOR IS "IN"

Solving Locomotive Defects,
Fast



See Operating Bulletin for Radio Contacts or Call Collect
(780) 421-6367 or (780) 421-6478

NO ANSWER?

If the MSREP is not immediately available you will be connected to the voice mail system to leave a message.

The message should contain the following information.

- YOUR NAME
- TRAIN NUMBER
- LOCOMOTIVE NUMBERS
- DATE AND TIME
- SUBDIVISION NAME AND MILEAGE

(To assist in a return call from the MRSEP)

- CONCISE DESCRIPTION OF THE CONDITION OR DEFECT

CN
GRENADA SUBDIVISION
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TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	SOUTH STATIONS NORTH	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL IN
<p>FULTON SUB</p> <p>TO BRUCE JCT.</p> <p>Ksry</p> <p>YAZOO SUB</p>			397.5	GRENADA WYE 17.9	YL ABS	456.0	IC CH 2 (54 54) TONE 4
	3,190	415.5 416.2	415.4	HERNANDO 12.7			
			428.1	FANNIE MAY 14.8			
			442.9	SARDIS 9.2			
	4,675	452.2 453.1	452.1	BATESVILLE 7.5			
			459.6	POPE 14.0			
			473.6	BLANCHE 13.2			
			486.8	W.V.JCT. 5.5			
	6,113	617.4 618.5	617.7	GRENADA 7.4	ABS TWC		
			625.1	ELLIOTT 4.4			
	2,429	629.2 629.8	629.5	DUCK HILL 11.0			
	3,247	640.3 641.1	640.5	WINONA 8.0			
			648.5	CARROLL 2.7			
			651.2	VAIDEN 9.9			
			661.1	WEST 9.5			
	4,961	670.2 671.6	670.6	DURANT 14.9			
			685.5	PICKENS 20.2			
			705.7	CANTON 11.2			
	4,692	716.4 717.3	716.9	MADISON 10.3			
			727.2	JACKSON	ABS YL	681.7	

Shoving Cars...
When conditions require *Protect The Point!!*

22 GRENADA SUBDIVISION SPECIAL INSTRUCTIONS

- 1. MAXIMUM SPEED** **MPH**
..... **40**
- 2. SPEED RESTRICTIONS** **MPH**
- | | |
|--------------------------------------|---------|
| MP 397.5 to MP 403 |30 |
| MP 422.5 - Coldwater River Bridge |25 |
| MP 448.3 - Tallahatchie River Bridge |10 |
| MP 451.5 to MP 452.1 (Note B) |35 |
| MP 617 to MP 619 |25 |
| MP 705.2 to MP 706.3 (Note B) |30 |
| MP 725.3 to MP 727.2 |30 |
- **MPH**
Track other than Main Track **10**
- 3. OPERATING CHARACTERISTICS**
- DOB LIMITS -**
- | | |
|----------------------|---|
| Memphis Terminal DOB | Fulton Sub between MP 377 and MP 396.8 |
| | Memphis Sub between MP 380.4 and MP 397.5 |
| | Yazoo Sub between MP 5.4 and MP 18.5 |
| | Grenada Sub between MP 397.5 and MP 403 |
| Jackson Terminal DOB | Grenada Sub between MP 724.9 and MP 727.2 |
| | Yazoo Sub between MP 211 and MP 218.6 |
| | McComb Sub between MP 727.2 and MP 737 |
| | Beaumont Sub between MP 185 and MP 181.6 |
- YARD LIMITS - in effect between** **Controlled by**
- | | |
|-----------------------|-------------------------|
| MP 397.5 and MP 403 |Memphis Yardmaster |
| MP 724.9 and MP 727.2 |Jackson Yardmaster |
- See System Special Instructions Item 13.
- TWC - in effect between**
MP 403 and MP 724.9
- SIGNAL RULES - in effect**
Rules 803-816
- ABS - in effect between**
MP 397.5 and MP 727.2
- NORMAL POSITION OF SWITCHES**
Grenada Wye-Switches are to be left lined as instructed by the Johnston Yardmaster.
- BULLETIN BOARDS**
- | | |
|---------------|--|
| Johnston Yard |Transportation Center, South T&E Room and Tower |
| Grenada |Yard Office |
| Jackson |Yard Office, T&E Locker Room, and Engineer's Washroom |
- 4. SPRING SWITCH LOCATIONS**None

**5. FRA EXCEPTED TRACK**

Old Water Valley District MP 613 to Coffeeville

Grenada - North Yard the six tracks east of main track

Memphis Hardwood Lead

House Track

Track 1 west of depot

Coach and Scale Tracks east of depot

All tracks in Tie Plant

Canton-Industrial Lead known as C&C Main.

6. MEASURED MILES - between

MP 400 and MP 401

MP 710 and MP 711

7. JOINT OPERATION OF MAIN TRACKNone**8. SPECIAL CONDITIONS**

Johnston Yard - Memphis Terminal DTMF Control Switches

DTMF for A-31/32 Track:

#131 Normal Position Lined for 31 Track

#332 Reverse Position Lined for 32 Track

DTMF for Pig Ramp Extension:

#133 Normal Position Lined for A-32

#333 Reverse Position Lined for New Track

DTMF for YMV Crossover:

#155 Normal Position Lined for YMV

#355 Reverse Position Lined for Crossover

Grenada Wye - Rule 848 is modified to require that a crew member must open a switch and wait two minutes at the switch to establish block signal protection.

Mileposts - Mileposts on the Grenada Subdivision are numbered south from Grenada Wye. At North Yard Grenada at MP 491.09, the numbering changes to MP 616.49. This numbering continues to the south end of the subdivision.

Bruce Jct. Spur - Track extending from WV Jct. (MP 486.8) through Bruce Jct. (MP 603) to MP 602.7 is designated Track other than Main Track.

Grenada - At MP 485, all southward trains must announce their arrival to the Grenada Local. Northward trains are required to do the same at MP 631.

Elliott - When setting out at Morris Brothers Scrap, leave cars north of the road crossing that is approximately 400 feet from the switch.

Rule 529 - Paragraph A of Rule 529 applies at Automatic Crossing Devices located on Tracks other than Main Tracks at:

MP 640.4Winona Siding

MP 640.8Winona Siding

MP 670.5Durant auxiliary tracks only, not the siding

MP 716.9Madison Siding

MP 717.2Madison Siding

Jackson - When crossing Mitchell Street (MP 726.5), employee must be on the ground at the crossing unless gates are in fully lowered position.

Derails are in place at MP 727.2 and MP 728.3 on Tracks 1A, 1B, South

Thoroughfare and North Thoroughfare. Derails must be in the NON-DERAILING position, except they will be placed in the DERAILING position when mechanical department employees are working on these tracks.

9. LOCATIONS NOT SHOWN AS STATIONS

NAME	LOCATION	LENGTH	CONNECTION
Quebecor	401.9	.726	North
Freeport Ind. Park	404.3	.5524	South
Shannon Lumber	405.9	.550	South
M.P.I.	424.6	.699	North
Coldwater	425.1	.884	North
Graeber Brothers	429.0	.399	North
Chromcraft	429.1	.997	North
Serfatobia Ind. Park	431.1	.549	North
Kroger Lead	449.5	Industry	South
King Seely Thermos	450.1	.1391	North
Batesville Ind. Park	454.2	.1263	South
Oakland	471.8	.800	South
Hardy IP	486.0	.1552	South
La Pacific	623.6	.1993	South
Eskridge	633.5	.952	North
Sawyer	637.1	.450	North
Goodman	678.3	.745	North
Vaughan	691.9	.1455	South
Madison Co. Ind. Park	712.3	Industry	North
Air-Liquide	713.1	.527	North
MFC Services	715.5	.2030	North
Ridgeland	719.2	.618	South
Warehouse Services	723.5	.1600	North

